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Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNNT

General Info

Novosibirsk, RUS
N 55° 00.7' E 82° 39.1' Mag Var: 9.6°E
Elevation: 365'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 07-25 11811' x 197' asphalt

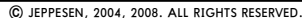
Runway 07 (72.0°M) TDZE 365'
Lights: Edge, ALS
Runway 25 (252.0°M) TDZE 363'
Lights: Edge, ALS

Communications Info

ATIS **127.4**
Novosibirsk Start Tower **118.5**
Novosibirsk Taxiing Ground Control **121.7**
Novosibirsk Approach Control **128.5** TCA
Novosibirsk Approach Control **127.5**
Novosibirsk Approach Control **127.1**
Novosibirsk Krug Radar **122.0**

Notebook Info

STAR



UNNT/OVB
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JEPPESEN
25 SEP 09 (10-2B)

NOVOSIBIRSK, RUSSIA

STAR

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25 SEP 09 10-2C

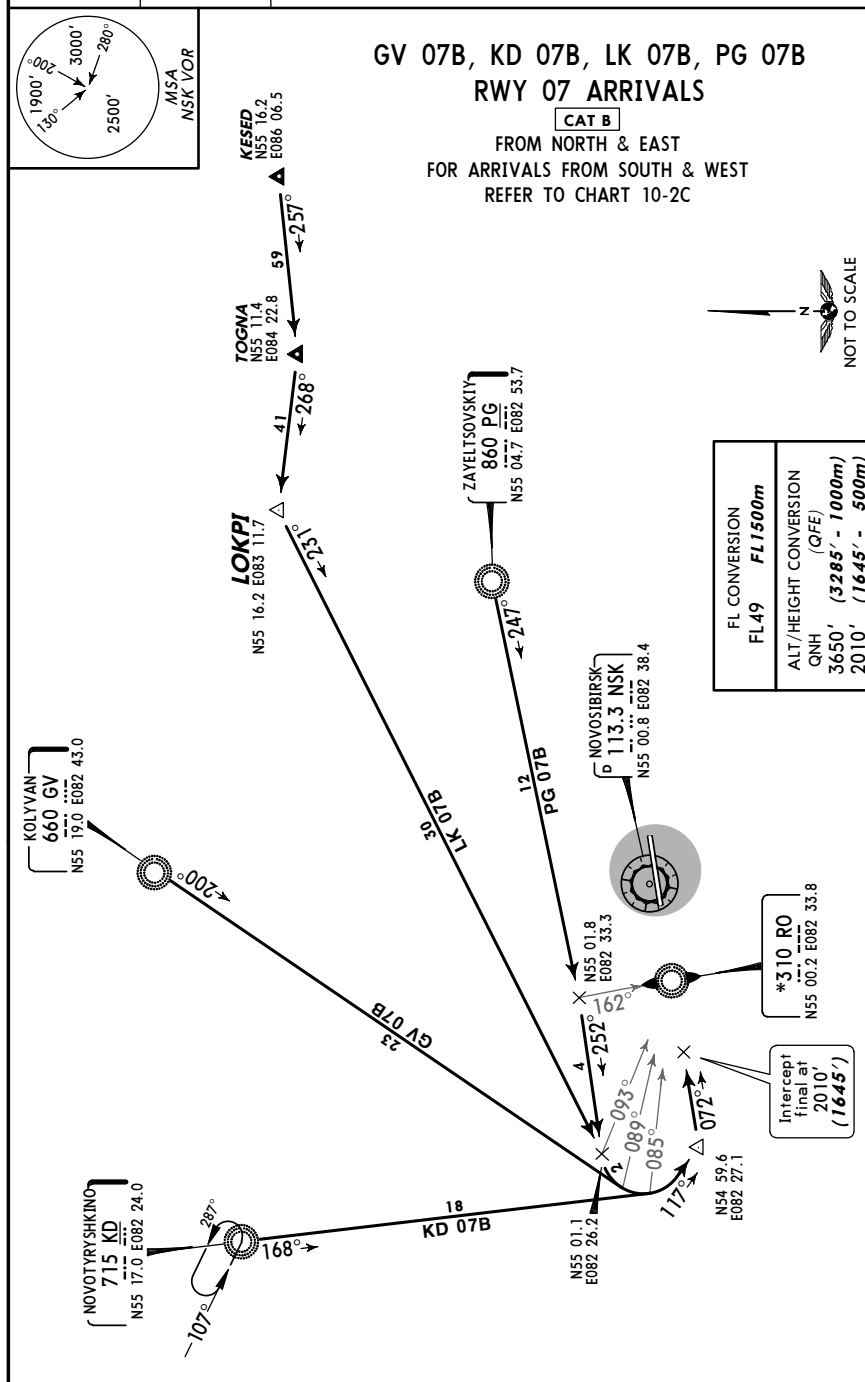
NOVOSIBIRSK, RUSSIA

STA

ATIS 127.4	Apt Elev 365'
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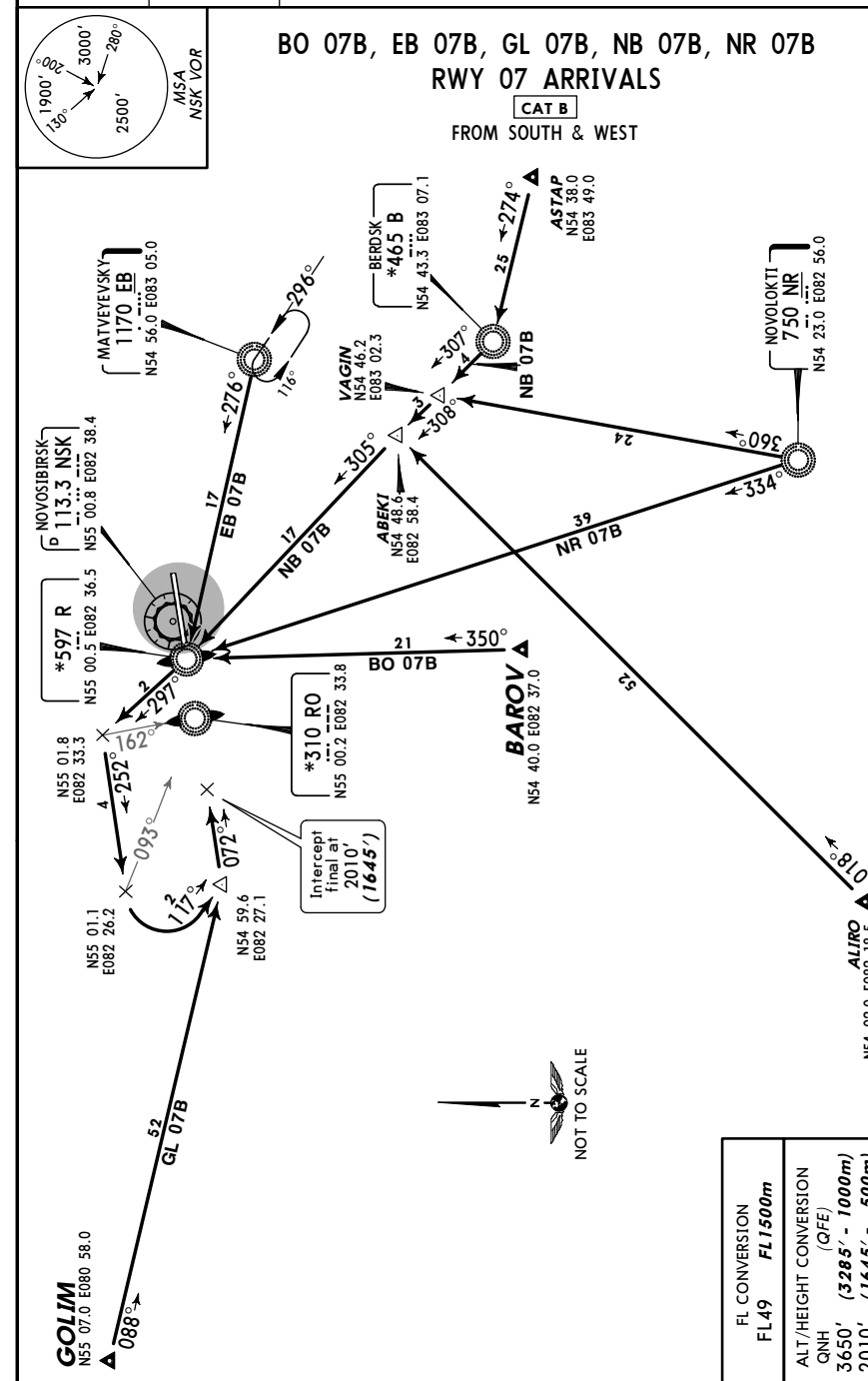
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3650' (3285')

Alt Set: MM (hPa on request)	QNH on request	(QFE)
Trans level: FL49	Trans alt: 3650'	(3285')



CHANGES: None.

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CHANGES: SOGLU replaced by ALIRO.

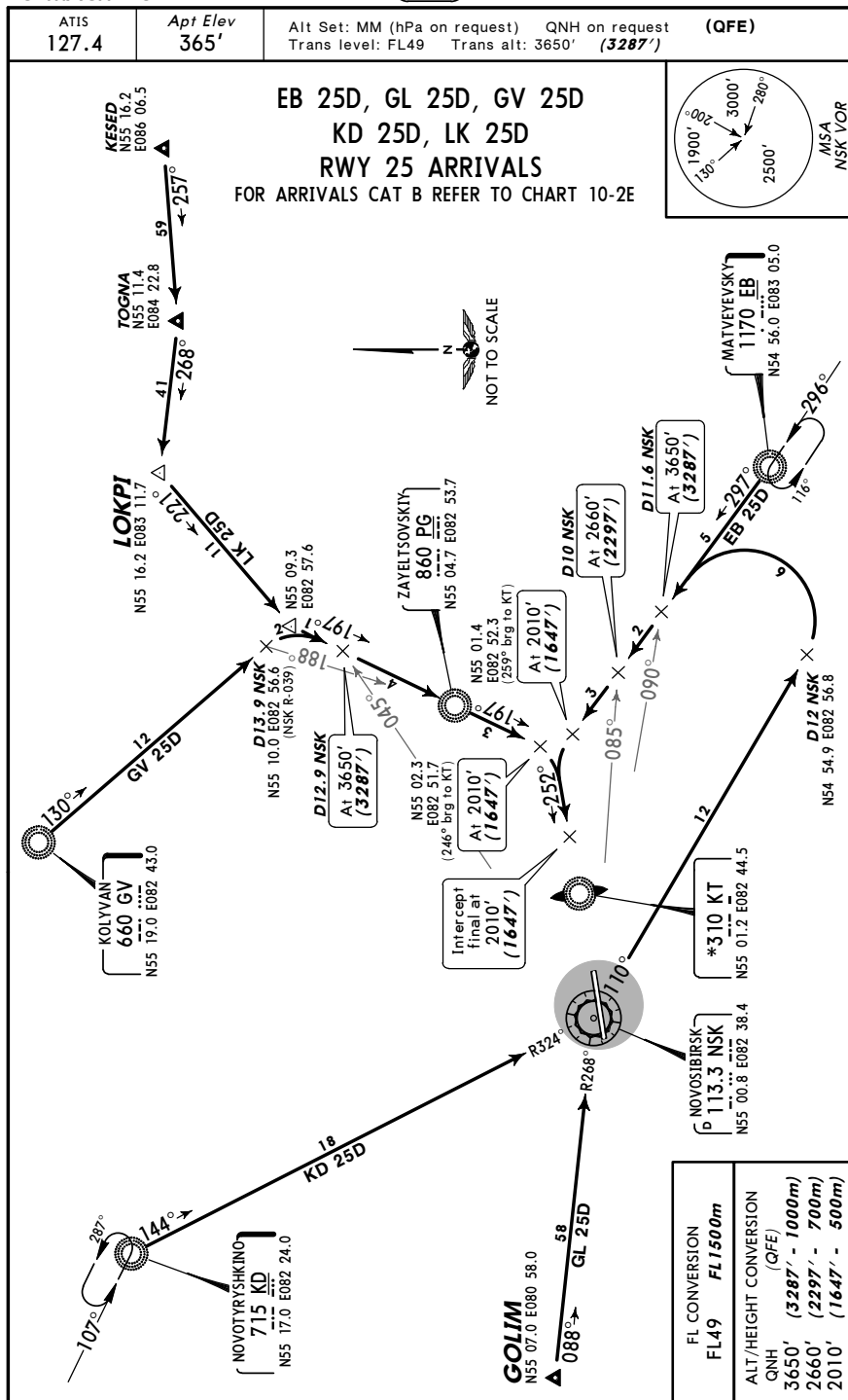
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22 MAY 09 10-2D Eff 4 Jun

NOVOSIBIRSK, RUSSIA

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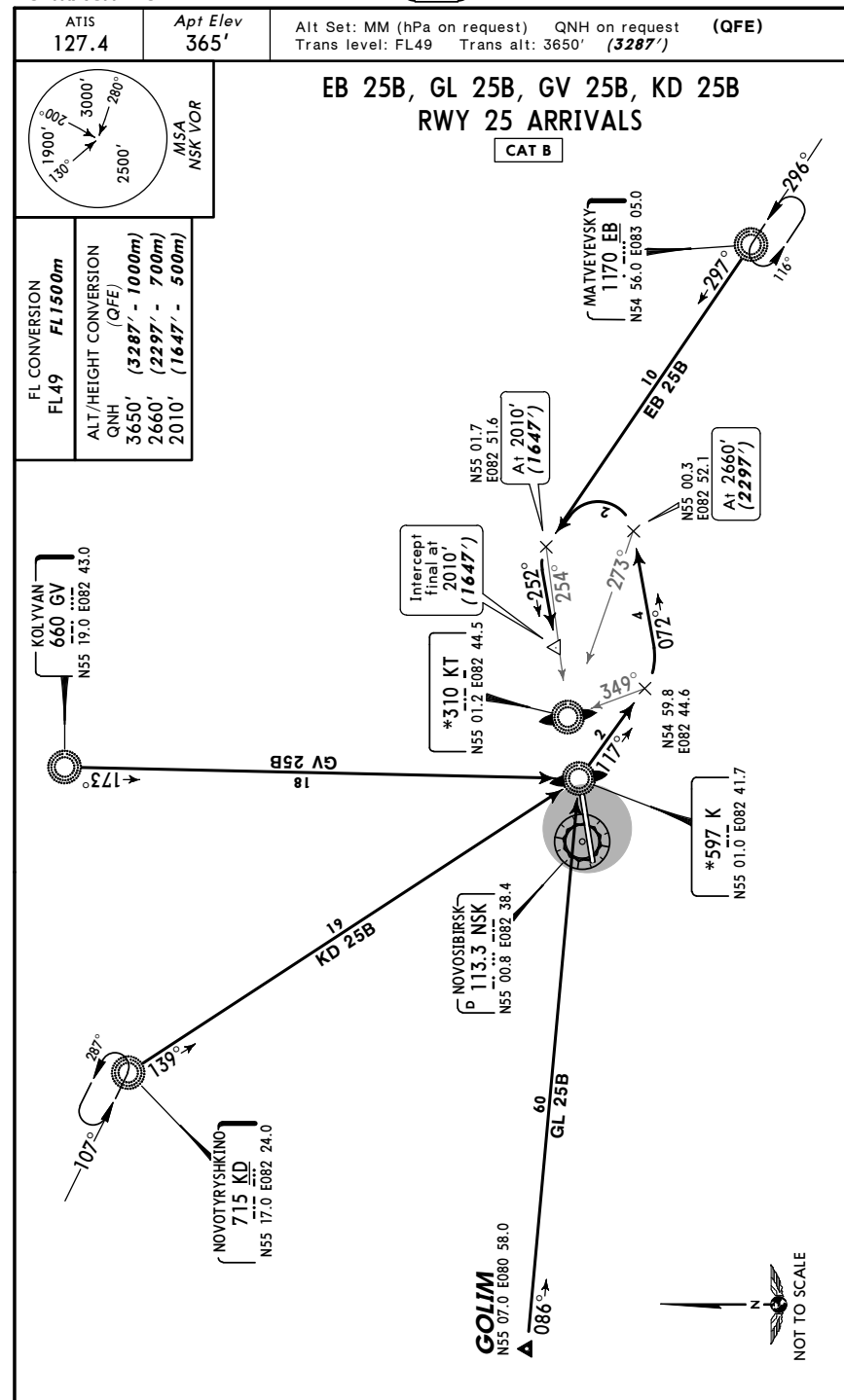


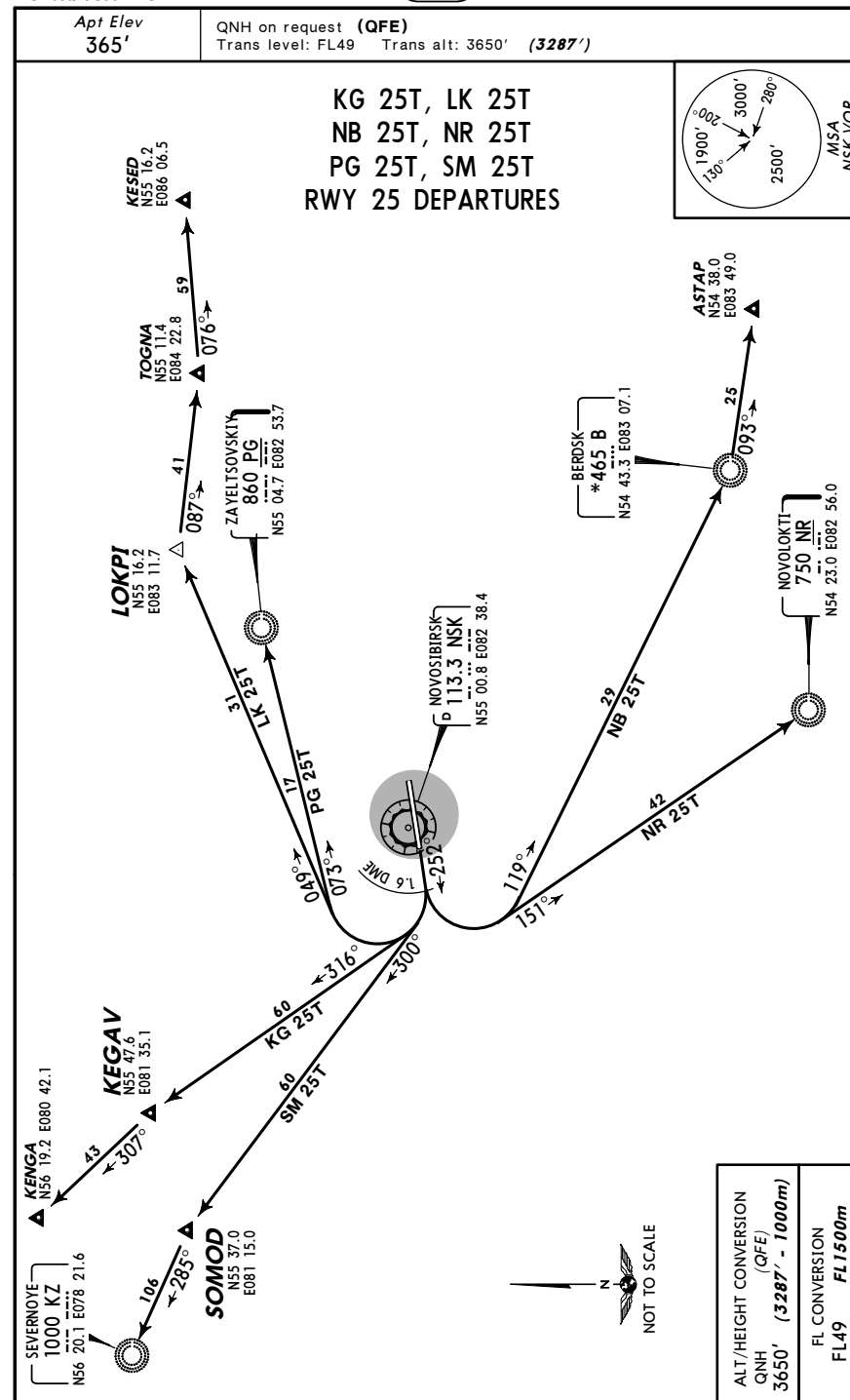
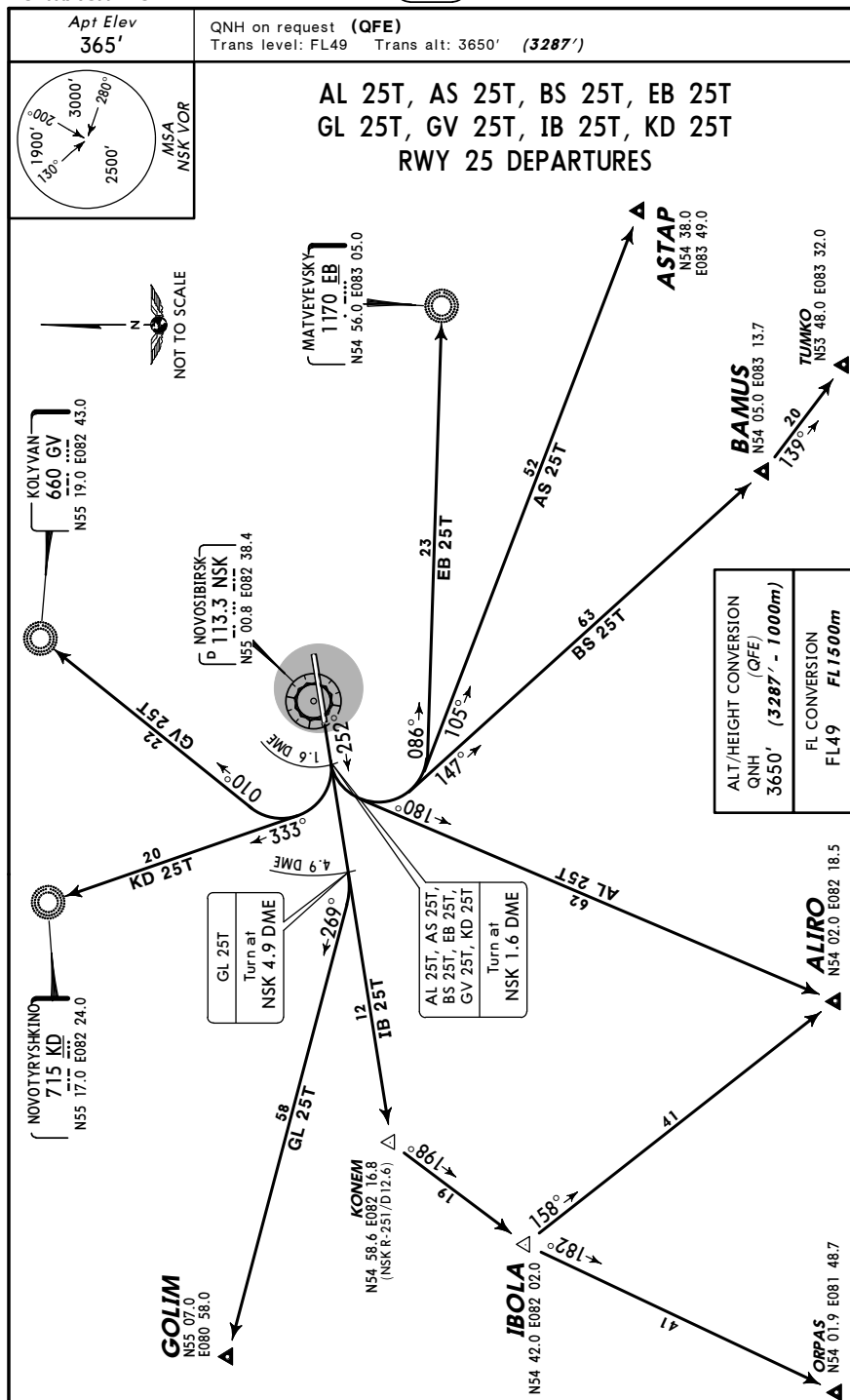
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JEPPesen
22 MAY 09 10-2E Eff 4 Jun

NOVOSIBIRSK, RUSSIA

STAR

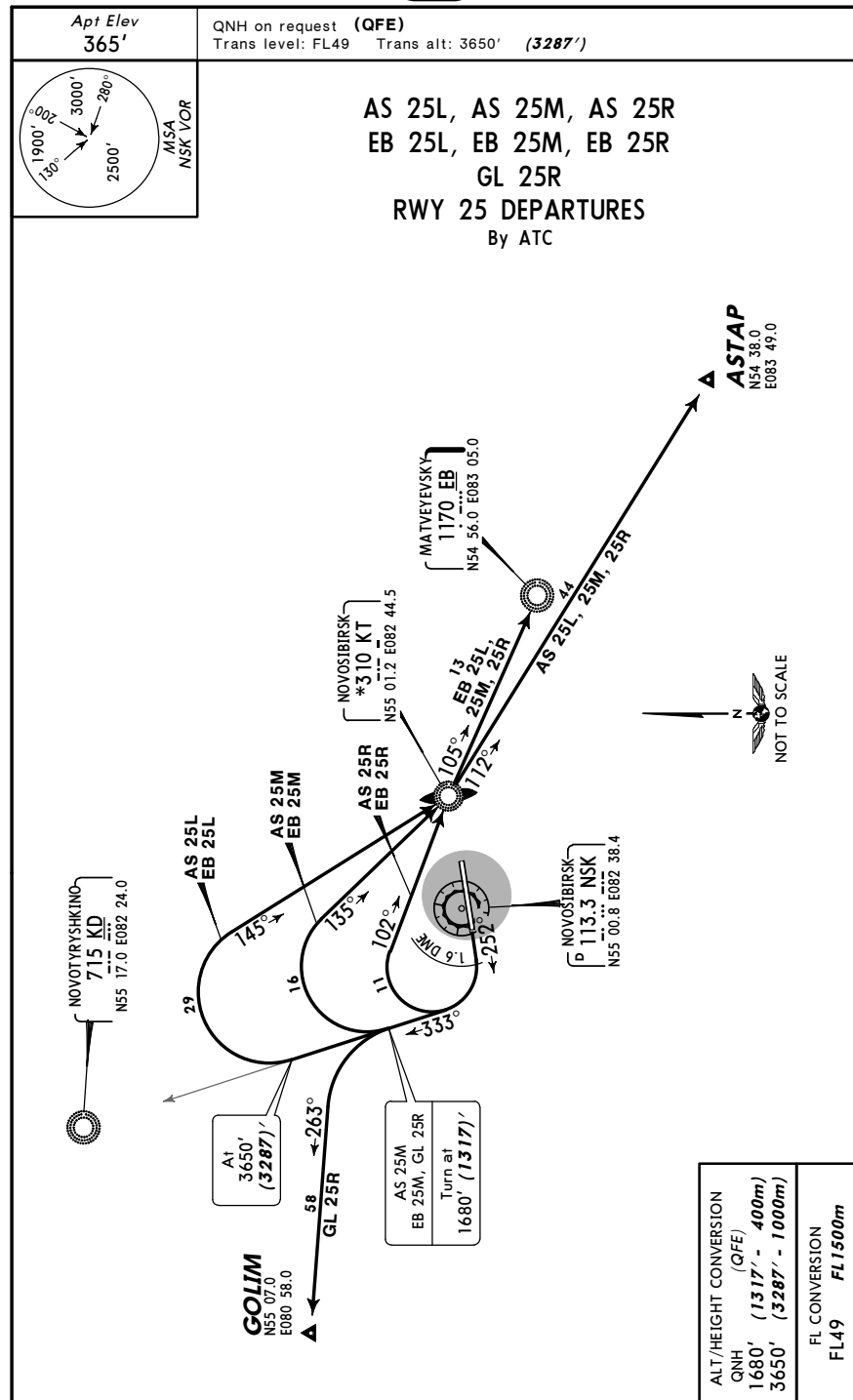




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TOLMACHEVO

JEPPESEN NOVOSIBIRSK, RUSSIA

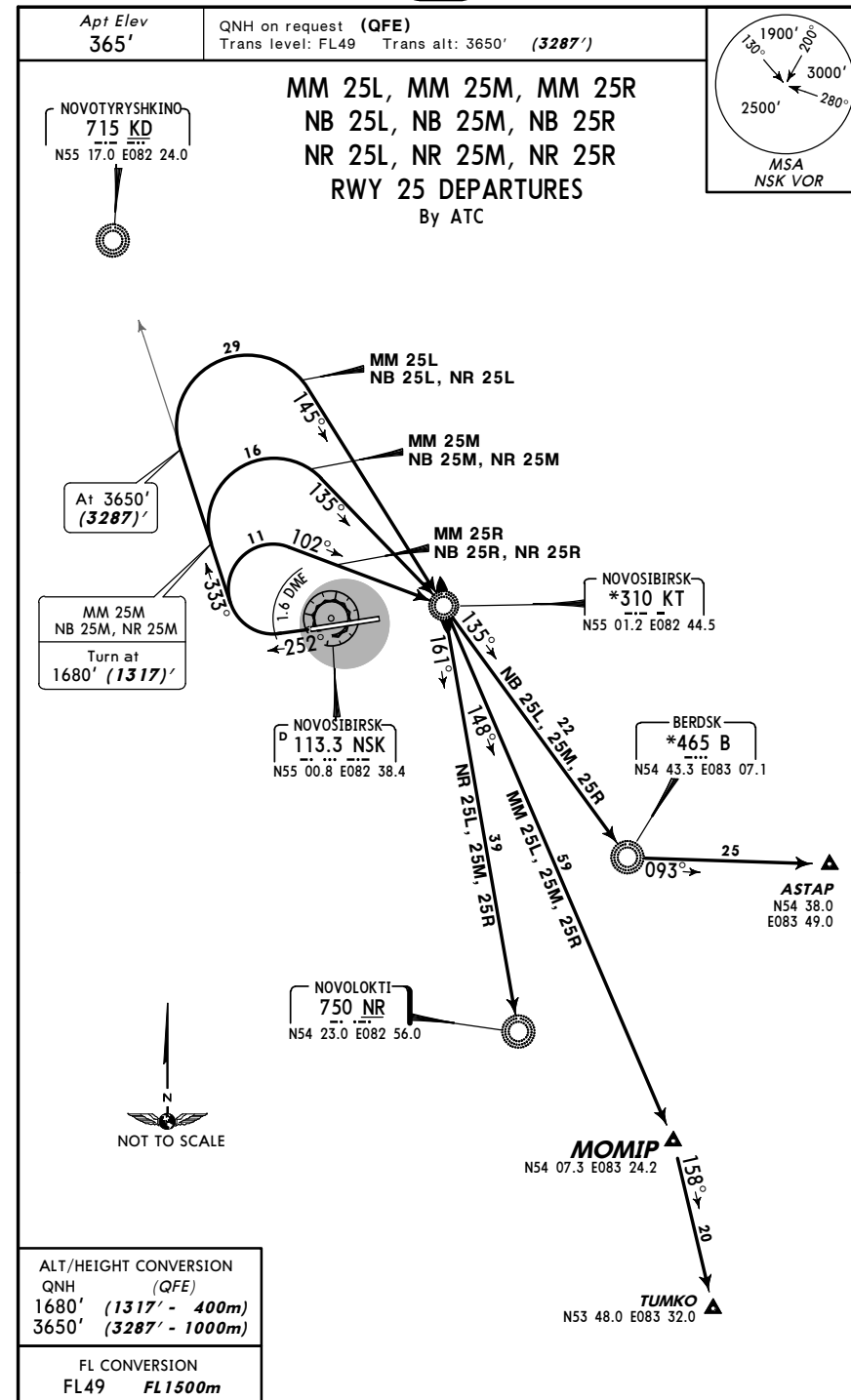
22 MAY 09 (10-3B) Eff 4 Jun SID

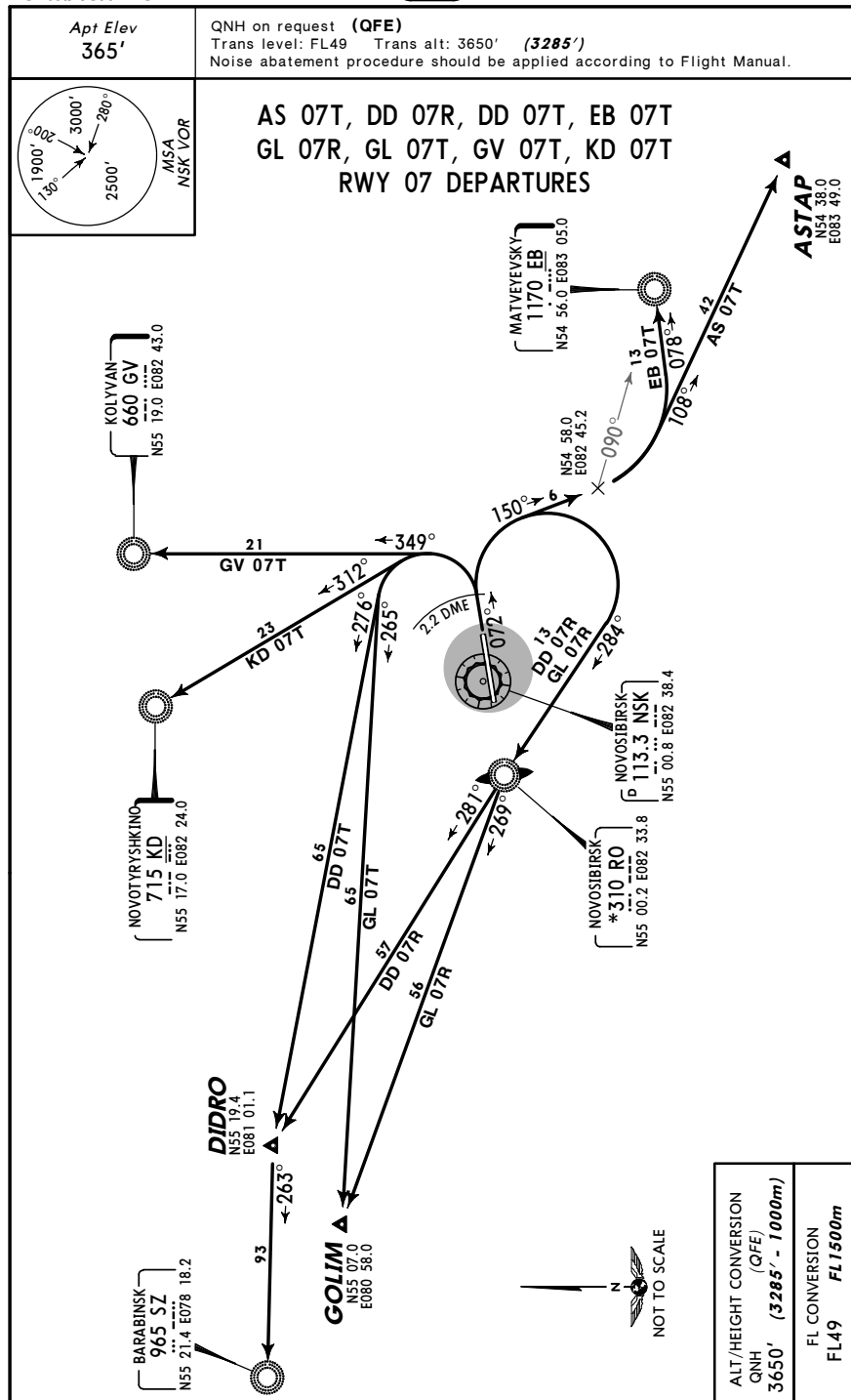


UNNT/OVB
TOLMACHEVO

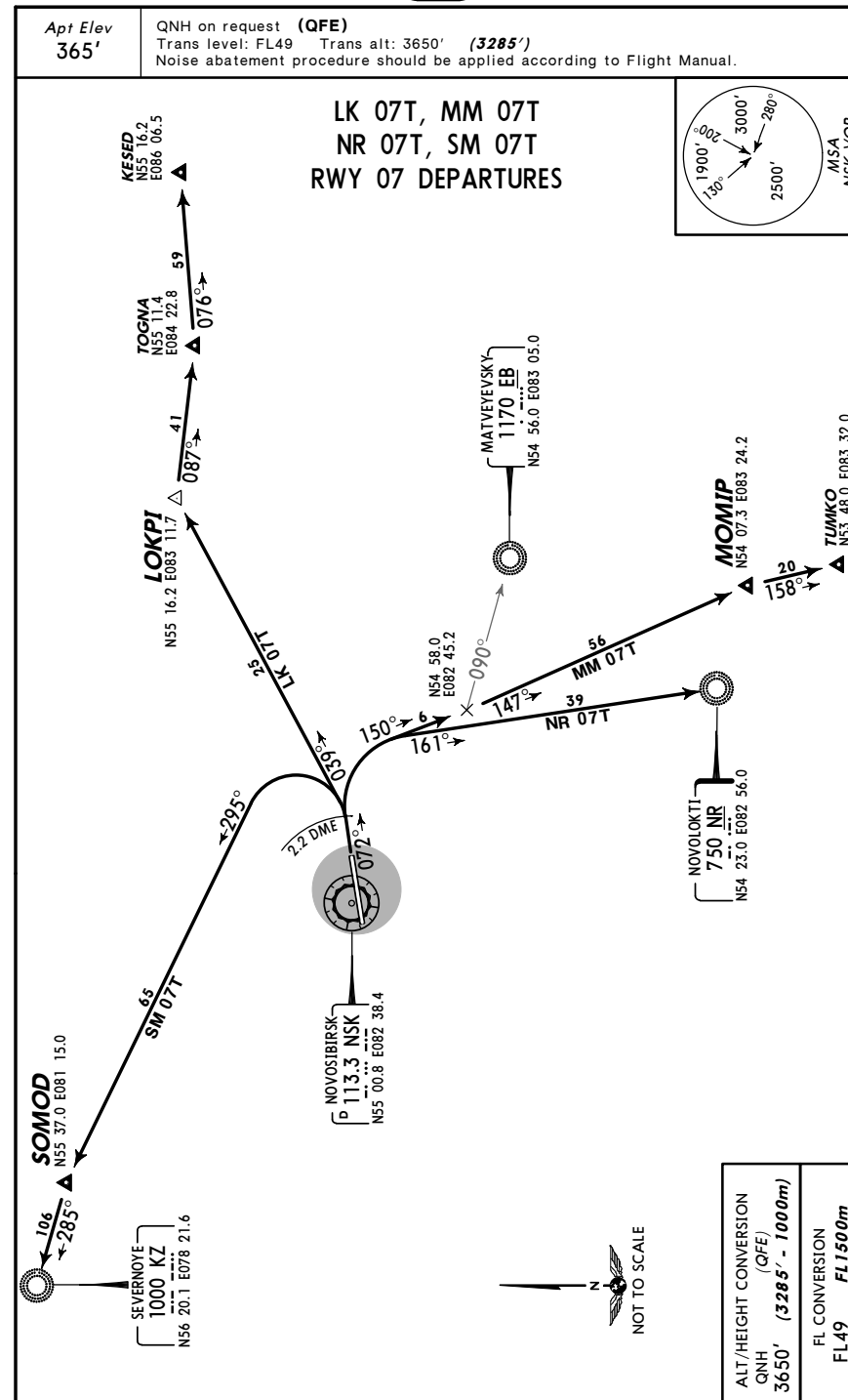
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22 MAY 09 (10-3C) Eff 4 Jun SID





CHANGES: DUBRAVA replaced by DIDRO.



CHANGES: None.

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JEPPesen
9 JUL 04 (10-4)

NOVOSIBIRSK, RUSSIA
NOISE

NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by crews of all aircraft.
Overflying the central part of the city at or below 4310' (3945' - 1200m) is prohibited.

ARRIVALS

Runway 07 is noise preferential and shall be used for approach to the greatest extent possible.

Restrictions

Restrictions for cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to land on runway when friction coefficient is 0.3 or more.

Straight-in approach is allowed on landing heading 072° when transition level has been reached before a distance of 16.2 NM or more.

DEPARTURES

The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failiure during take-off.

Restrictions

Restrictions on maximum cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to take-off from dry and wet runway when friction coefficient is 0.3 or more.

Runway 07 special take-off procedure

During take-off the initial turn shall be carried out at 1.1 NM from departure threshold.

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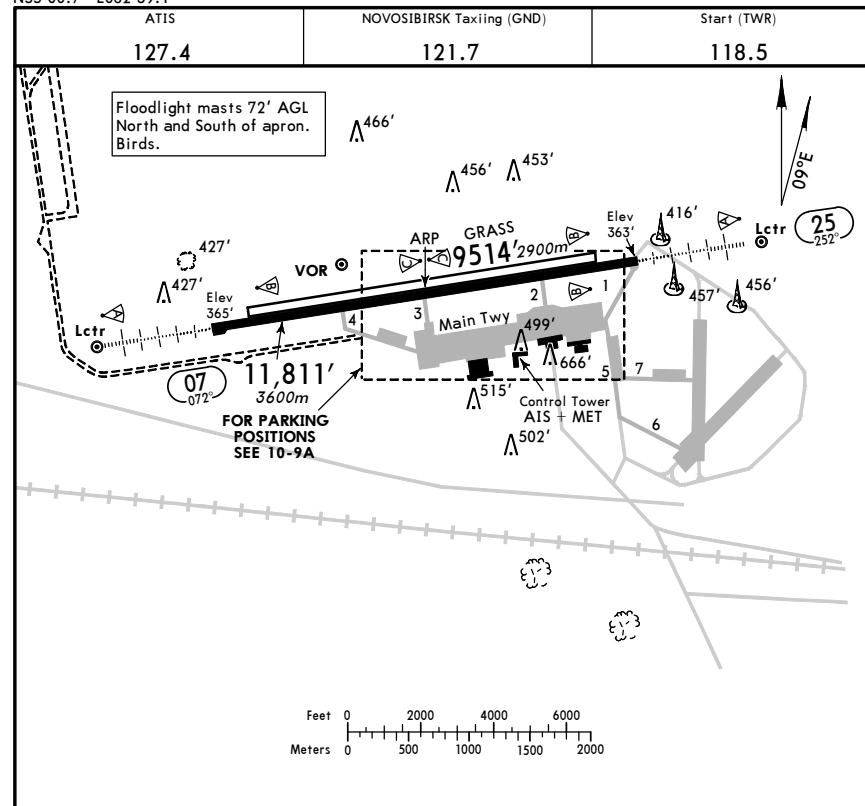
Apt Elev 365'
N55 00.7 E082 39.1

JEPPesen

9 JAN 09 (10-9) Eff 15 Jan

NOVOSIBIRSK, RUSSIA

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ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND Threshold	Glide Slope	
07	25	Grass runway			230' 70m
07	25	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR		10,778' 3285m 11,204' 3415m	11,483' 3500m 197' 60m

- ① Elevated runway edge lights 2' / 0.5m.
② First 328'/100m unusable for take-off.

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

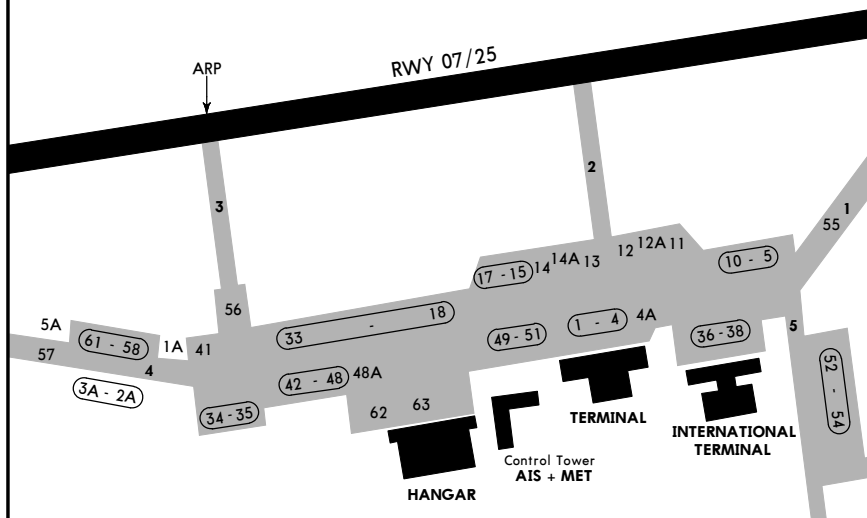
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NOVOSIBIRSK, RUSSIA

9 JAN 09 (10-9A) Eff 15 Jan

TOLMACHEVO

NOT TO SCALE



UNNT/OVB

JAA MINIMUMS

NOVOSIBIRSK, RUSSIA

TOLMACHEVO

22 FEB 08 10-9X

STRAIGHT-IN RWY		A	B	C	D
07	ILS	565' (200')	565' (200')	565' (200')	565' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	700' (335')	700' (335')	700' (335')	700' (335')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m
25	ILS	563' (200')	563' (200')	563' (200')	563' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	710' (347')	710' (347')	710' (347')	710' (347')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 07, 25

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			

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27 MAR 09
Eff 9 Apr (11-1)

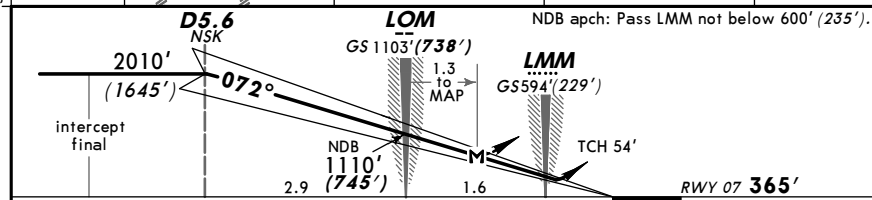
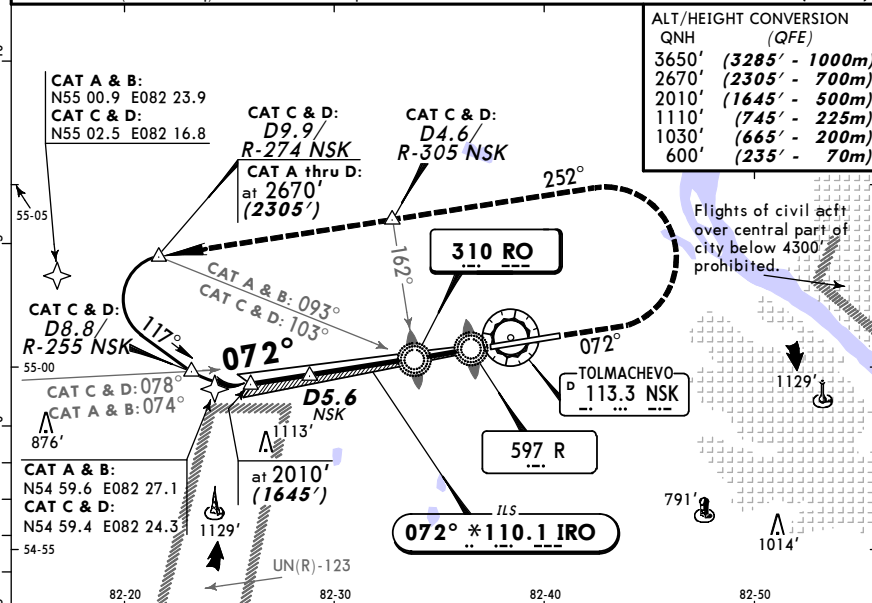
NOVOSIBIRSK, RUSSIA
ILS or 2 NDB Rwy 07

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Krug (APP/RDR)	NOVOSIBIRSK Start (TWR)	Ground
127.4	127.5	122.0	118.5	121.7
LOC IRO *110.1	Final Apch Crs 072°	GS LOM 1103' (738')	ILS DA(H) 565' (200')	Apt Elev 365' RWY 365'
NDB RO 310		Minimum Alt LOM 1110' (745')	NDB MDA(H) 700' (335')	

MISSED APCH: Climb on 072° to 1030' (665'), then turn LEFT onto 252° climbing to 2670' (2305'), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3650' (3285')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3650'	(3285' - 1000m)
2670'	(2305' - 700m)
2010'	(1645' - 500m)
1110'	(745' - 225m)
1030'	(665' - 200m)
600'	(235' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HALS	1030'	252°	2670'
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	(665') on 072°	LT	(2305')
NDB Desc Grad	5.2%									
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29			

STRAIGHT-IN LANDING RWY 07						
ILS		LOC (GS out)	NDB			
DA(H) 565' (200')			MDA(H) 700' (335')			
FULL		ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	
B						
C						
D						
				RVR 1500m VIS 1600m		

CHANGES: None.

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27 MAR 09
Eff 9 Apr (11-2)

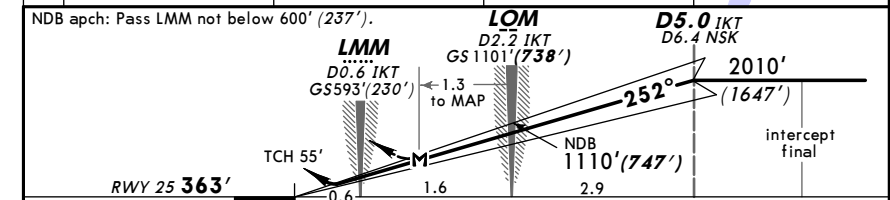
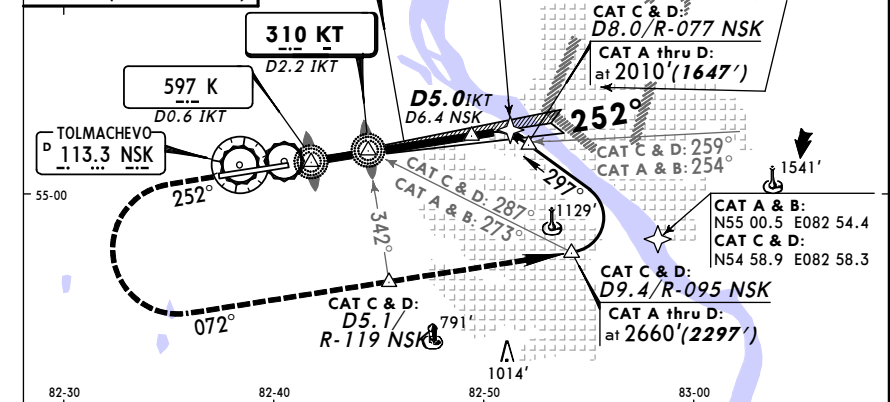
NOVOSIBIRSK, RUSSIA
ILS DME or 2 NDB Rwy 25

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Krug (APP/RDR)	NOVOSIBIRSK Start (TWR)	Ground
127.4	127.5	122.0	118.5	121.7
LOC IKT *108.5	Final Apch Crs 252°	GS LOM 1101' (738')	ILS DA(H) 563' (200')	Apt Elev 365' RWY 363'
NDB KT 310		Minimum Alt LOM 1110' (747')	NDB MDA(H) 710' (347')	

MISSED APCH: Climb on 252° to 1020' (657'), then turn LEFT onto 072° climbing to 2660' (2297'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3650' (3287')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4300'	(3937' - 1200m)
3650'	(3287' - 1000m)
2660'	(2297' - 700m)
2010'	(1647' - 500m)
1110'	(747' - 225m)
1020'	(657' - 200m)
600'	(237' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HALS	1020'	072°	2660'
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	(657') on 252°	LT	(2297')
NDB Desc Grad	5.2%									
LOM to MAP	1.3	1:06	0:52	0:47	0:39	0:33	0:30			

STRAIGHT-IN LANDING RWY 25						
ILS		LOC (GS out)	NDB			
DA(H) 563' (200')			MDA(H) 710' (347')			
FULL		ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTH	1300m		
B						
C				2100m		
D						

CHANGES: ILS DME established.

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